

## CLAIMS

1. (Currently Amended) A method for predicting vehicle operator destinations, the method comprising:

receiving a plurality of vehicle position data for previous trips of a vehicle;

segmenting the vehicle position data into one or more individual trips based on one or more of an ignition cycle and an extended period of time at a single geographic location, each individual trip including a starting location, an ending location, a start time, a route and a duration;

replacing two or more of the individual trips with a regular trip if both of the individual trips have proximate starting locations, ending locations, start times, routes and durations, wherein a starting location of the regular trip is the average of the starting locations of both trips, an ending location of the regular trip is the average of the ending locations of both trips, a start time of the regular trip is the average of the start times of both trips, a route of the regular trip is the route of one of the individual trips, and a duration of the regular trip is the average of the durations of both trips; and

storing the regular trips in a database.

~~comparing said vehicle position data for a current trip to vehicle position data for one or more previous trips, the comparing including performing pattern recognition on the vehicle position data for the current trip and the vehicle position data for one or more previous trips;~~

~~predicting a destination for said vehicle based on the results of the comparing; and~~

~~suggesting a path to said predicted destination.~~

2. (Currently Amended) The method of claim 241 wherein said ~~predicting~~comparing further includes performing event categorization and pattern recognition~~on the vehicle position data for the current trip.~~

3. (Original) The method of claim 2 wherein said event categorization includes identifying transitions between said vehicle being stopped and said vehicle being underway.

4. (Canceled)

5. (Currently Amended) The method of claim ~~241~~ wherein said predicting includes performing behavior prediction and modeling driver activity.

6. (Canceled)

7. (Currently Amended) The method of claim 1 wherein said geographic location~~vehicle position data~~ includes navigation coordinates.

8. (Original) The method of claim 7 wherein said navigation coordinates are GPS coordinates.

9. (Canceled)

10. (Currently Amended) The method of claim ~~249~~ wherein each of said vehicle position data for the current trip further includes a vehicle heading and a vehicle speed.

11. (Currently Amended) The method of claim ~~241~~ further comprising communicating to an operator of said vehicle responsive to said suggesting.

12. (Original) The method of claim 11 wherein said communicating is further responsive to vehicle data.

13. (Original) The method of claim 11 wherein said communicating is further responsive to environment data.

14. (Currently Amended) The method of claim ~~241~~ further comprising communicating said route~~path~~ to a telematic service.

15. (Original) The method of claim 14 wherein said telematic service is one or more of navigation, traffic, weather, travel, and car maintenance.

16. (Currently Amended) The method of claim 241 wherein said receiving one or more vehicle position data occurs once during each pre-selected time interval.

17. (Currently Amended) The method of claim 241 wherein said receiving one or more vehicle position data occurs in response to said vehicle moving a pre-selected distance.

18. (Original) The method of claim 1 wherein said vehicle is an automobile.

19. (Currently Amended) A system for predicting vehicle operator destinations, the system comprising:

a navigation device;

a storage device;

a microprocessor in communication with said navigation device and said storage device, said microprocessor including instructions for facilitating:

receiving a plurality of vehicle position data for previous trips of a vehicle via the navigation device, each vehicle position data including a geographic location and a timestamp;

segmenting the vehicle position data into one or more individual trips based on one or more of an ignition cycle and an extended period of time at a single geographic location, each individual trip including a starting location, an ending location, a start time, a route and a duration;

replacing two or more of the individual trips with a regular trip if both of the individual trips have proximate starting locations, ending locations, start times, routes and durations, wherein a starting location of the regular trip is the average of the starting locations of both trips, an ending location of the regular trip is the average of the ending locations of both trips, a start time of the regular trip is the average of the start times of both trips, a route of the regular trip is the route of one of the individual trips, and a duration of the regular trip is the average of the durations of both trips; and

storing the regular trips in a database on the storage device.

~~receiving vehicle position data for a vehicle via said navigation device;~~

~~comparing said vehicle position data for a current trip to vehicle position data for one or more previous trips, the comparing including performing pattern recognition on the vehicle position data for the current trip and the vehicle position data for one or more previous trips, and said vehicle position data for one or more previous trips stored in said storage device;~~

~~predicting a destination for said vehicle based on the results of the comparing; and~~

~~suggesting a path to said predicted destination.~~

20. (Original) The system of claim 19 wherein said navigation device is a GPS receiver.

21. (Original) The system of claim 19 wherein said storage device is physically located within said microprocessor.

22. (Currently Amended) A computer program product for predicting vehicle operator destinations, the product comprising:

a storage medium readable by a processing circuit and storing instructions for execution by the processing circuit for performing a method comprising:

receiving a plurality of vehicle position data for previous trips of a vehicle, each vehicle position data including a geographic location and a timestamp;

segmenting the vehicle position data into one or more individual trips based on one or more of an ignition cycle and an extended period of time at a single geographic location, each individual trip including a starting location, an ending location, a start time, a route and a duration;

replacing two or more of the individual trips with a regular trip if both of the individual trips have proximate starting locations, ending locations, start times, routes and durations, wherein a starting location of the regular trip is the average of the starting

locations of both trips, an ending location of the regular trip is the average of the ending locations of both trips, a start time of the regular trip is the average of the start times of both trips, a route of the regular trip is the route of one of the individual trips, and a duration of the regular trip is the average of the durations of both trips; and

storing the regular trips in a database.

receiving vehicle position data for a vehicle;

~~comparing said vehicle position data for a current trip to vehicle position data for one or more previous trips, the comparing including performing pattern recognition on the vehicle position data for the current trip and the vehicle position data for one or more previous trips;~~

~~predicting a destination for said vehicle based on the results of the comparing;~~  
and

~~suggesting a path to said predicted destination.~~

23. (Currently Amended) The method of claim ~~24~~ further comprising receiving information from one or more external sources, wherein said predicting is based on the information from one or more external sources and the results of the comparing.

24. (Newly Added) The method of claim 1 further comprising:

receiving one or more vehicle position data for a current trip of the vehicle, the vehicle position data including a starting location and a start time of the current trip;

selecting a regular trip from the database, the regular trip having a starting location proximate to the starting location of the current trip and a start time proximate to the start time of the current trip;

predicting a destination of the current trip equal to the ending location of the regular trip;  
and

suggesting the route of the regular trip to the predicted destination.

25. (Newly Added) A method for predicting vehicle operator destinations, the method comprising:

receiving one more vehicle position data for a vehicle, each vehicle position data including a geographic location and a timestamp;

if the vehicle position data is for one or more previous trips of the vehicle then:

segmenting the vehicle position data into one or more individual trips based on one or more of an ignition cycle and an extended period of time at a single geographic location, each individual trip including a starting location, an ending location, a start time, a route and a duration; and

replacing two or more of the individual trips with a regular trip if both of the individual trips have proximate starting locations, ending locations, start times, routes and durations, wherein a starting location of the regular trip is the average of the starting locations of both trips, an ending location of the regular trip is the average of the ending locations of both trips, a start time of the regular trip is the average of the start times of both trips, a route of the regular trip is the route of one of the individual trips, and a duration of the regular trip is the average of the durations of both trips; and

if the vehicle position data is for a current trip of the vehicle then:

setting the geographic location of one of the vehicle position data equal to a starting location of the current trip and the timestamp of one of the vehicle position data equal to a starting location of the current trip;

predicting a destination of the current trip equal to the ending location of the regular trip when the starting location of the current trip is proximate to the starting

location of the regular trip and the start time of the current trip is proximate to the start time of the regular trip; and

suggesting the route of the regular trip to the predicted destination.